

## Official and Classified ADVERTISEMENTS

Continued from Page 15

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## in BRIEF

THE McTay group, which took over the Fife boat-building yard of James Miller and Sons Ltd., is to build a new slipway at St. Monans. Fife Regional Council has tried to raise cash for the slipway to save boatbuilders from redundancy, but have been unable to get the Government to foot the bill.

THE 16th Annual Conference and Symposium for Faced Compounds is to be held in Cape Town, South Africa, from November 1-5 this year. During the five days, all matters of current commercial and scientific interest to the industry and its users will be reviewed.

THE Scottish trawler Vigilant, which recently sank off the Berwickshire coast, has broken up according to divers who have surveyed the wreck.

## ASSOCIATED Fisheries

Engineering (Scotland) may be nationalised under the Aircraft and Shipbuilding Bill.

Lord Campbell of Croy raised the issue when the Bill was given a second reading in the Lords last week and it will be raised again later.

SHETLAND Islands Council is to send representatives to London and Brussels to put Shetland's case for an exclusive fishing limit.

Councillor F. L. Dainty said the Government is now wavering about whether to act on its

## Cod deal nerves

From page one

the present interim arrangement is running out, and all concerned in the fishing industry are very anxious.

"Hull now has only about 24 wet fishing trawlers and, of these, about 95 per cent fish off Iceland.

"Meanwhile, as the strength of the port's wet fish fleet has declined and the volume of fish landed has fallen, a lot of people have been leaving the industry and its ancillaries.

"The situation could worsen unless talks go ahead as soon as possible — and some worthwhile settlement with Iceland is reached."

Whether Icelandic prime minister, Gisli Hallgrímsson, has been re-approached is far from clear. Some weeks ago

own because of the poor response from the EEC.

PRINCE Charles spent part of August fishing inside Iceland's 200-mile limit without any quotas. He was not poaching aboard a trawler, but spending a 'hushed-up' week at a guest of the owner of a salmon fishery.

He caught 43 salmon described as 'good-sized'.

MOREP LTD, UK agent for Promac ice-making machinery, has pointed out that the machine pictured in *Fishing News* (October 8) is being suitable for fitting inside a trawler's hold included a water tank used for exhibition purposes only. Usually only the small flake ice unit is fitted in the hold, while the compressor / refrigeration unit can be fitted in the engineroom.

He was always deeply interested in the development of diesel power and after this was moved to the Boston Co.

the Icelandic daily newspaper *Morgunblaðið*, which supports his own Independence Party, reported him as saying exploratory talks had taken place at the end of July.

No decision had been taken on when talks would be resumed and he did not expect any developments until October, although he expected the EEC to announce a 200-mile limit in the autumn.

Rather gloomily he said the EEC countries were yet to develop a coherent fisheries policy, neither amongst themselves or externally.

Iceland had no interest in pressing for more talks at that time.

He ended by stating:

"Nevertheless, it is obvious we have little leeway in such negotiations because of the current state of the fish stocks."

"What happens next after

October 1 depends upon

whether we find it worthwhile to gain access to fishing waters inside the EEC 200-mile zone. So far, there has been no indication as to what the EEC countries have to offer us."

## LOWESTOFT

Skipper Ernest Crisp, died

last week aged 75.

He went to sea at 13 as a cabin boy on a sailing smack and his first command was a pilot cutter converted for trawling. He later joined Consolidated Fisherfolk with *Volto* as a first command under steam.He subsequently sailed on several trawlers in the W. H. Pod fleet, and his career at sea was full of incidents. One of the most hazardous was during the last war while he was skipper of the *Bay Cliford*, she was badly damaged after being ordered to take news of a bombing incident at Lowestoft to another local ship, *Pilot Jock*, in the Bristol Channel.He was in *Lucky Lady* sailing off Milford Haven when he saw the *Warwick* torpedoed in the Irish Sea and picked up a number of survivors.

After retiring he worked as a river pilot at the port for two years. He received his MBE while trawling during the last war.

## OBITUARY

He was closely involved in design improvements and his commands included *Boston Swallow*, *Hunter* and *Pegasus*.He was Lowestoft's top skipper with *Pegasus* in 1950 and was still in command when he was forced to retire because of ill health some years ago. He undertook a number of delivery trips in later years.

SKIPPER Edward Harrie

M.B.E. has died at

Fleetwood aged 72.

He gained his skipper's ticket at 21 and spent more than 40 years until retiring at 65, in command of vessels owned by the former Dinas Steam Trawling Co., mainly working the Iceland grounds.

HELLIER Bros. trawlers

owners, send 'mother

ship' *Helder* to Greenock.

She is fitted with special

50  
years ago

... Recalling some of

stories which appear

in our columns this week

years ago.

OCTOBER 16, 1926

FOREIGN steam trawlers

invade fishing grounds

from Start Point to

mouth. Fisheries cruiser

HMS *Dart* sent to

ground.

BRITISH fisherman

will be expected to

share a 12-mile coastal

limit with licensed

boats from other EEC

countries. This is im-

plied in proposals put

forward by the European

Commission in the

Council of

Ministers for a revision

of the Common

Fisheries Policy.

During their stay, they met

the EEC Agriculture Com-

missioner Mr Pierre Lar-

dinios who, they said,

appeared deeply concerned

with the conservation of fish stocks.

In the House of Commons

last week a call for a Com-

mons debate on the fishing in-

industry was turned down by

the Leader of the House Mr

Michael Foot. Mr Foot said

Agriculture, Fisheries and

Food. Mr John Silkin, to

make a statement to the

Commons.

LATE NEWS: The Colne

Fishing Company of

Lowestoft has bought five

middle water trawlers

repurchased by the White

Fish Authority from Sir

Thomas Robinson &amp; Son

of Grimsby. The vessels

are Samaria, Thessalonian,

Olivian and Ju-

Judean. Another vessel

has been sold abroad. See page 4.

REDACTED



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LIMITED



Introducing the "TREEVE 18" designed by Gary Mitchell of Mevegloss.

Overall length 15' 6". Waterline 15'. Beam 6' 6". Tensom 4' 7". Draught 1' 6".

PRICE EX ENGINE FROM £860

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## TOP SKIPPER DIES AT SEA

THE BRITISH deepsea trawling industry has lost one of its most notable and popular sea-going figures through the sudden death at sea last weekend of Robert Bertram (Bob) Warren, 43-year-old skipper of J. Marr and Son's Hull based *Westella*. He died just after the vessel had started fishing.

The trip was ended prematurely, and Skipper Warren's body was brought to Hull on *Westella*.

Meanwhile, radio news of Skipper Warren's death was broken to relatives by David Sattel of the Royal National Mission to Deep Sea Fishermen.

Skipper Warren had been

### CORRECTION

THE PLYMOUTH boat *Seafarer*, now up for sale, has recently had £3,000 spent on her to bring her up to DoT survey standards. In our report last week, it was stated that this vessel had been hauled from fishing and needed monsy spent on her before she could go to sea again. This was incorrect and we apologise for any confusion this may have caused.

LAST FRIDAY the Russian trawler skipper, Nikolai Shinkeruk, convicted of illegal fishing inside Irish limits, lodged a bank guarantee for £98,000 with Cork District Court.

His trawler, *Belomore*, sailed at midnight that night with her gear and catch aboard.

Notice of an appeal was also firmly lodged, but it was felt in Cork that no actual appeal would take place and the £98,000 was compe-

sition in lieu of confiscation. The money will go to the Irish Government, via its Department of Justice.

At Cork District Court, Department of Agriculture and Fisheries officials valued the gear and catch at £122,780, but the District Justice reduced the figure to £95,000 after appeals by the

Russians. They offered £100,000 to the Irish Department of Agriculture £30,000 to get gear back, but this was rejected.

John McGettrick, a departmental inspector, valued the gear and catch as follows: trawl doors £9,000; weight £400; 12 trawls £71,000; netting £17,250; portions £1,000; wings and guide lines £4,400; nylon tugs £2,000; steel rope £2,640; ordnance £310; hobbins, flarubbers, bridles, straps and wires £3,975; miscellaneous £700.

### Value

About 40 tons of fish were found aboard and valued at £8,580; 44 tons of fish and 900 tins of fish were valued at £6,225. The catch was composed mostly of mackerel and white fish.

At first, the Russians had opposed Naval officers helping the department in locating gear and catch.

The officers, who wanted Naval help because the Russians were believed to be hiding catch and gear, got a Court order for help.

**Police probe blaze at fish store**

SAMPLES from a fire at a Plymouth fish store have been sent for forensic analysis in the police laboratories at Bristol.

The fire broke out last week at the Devon Crab Export Company's premises at High Street, Barbican.

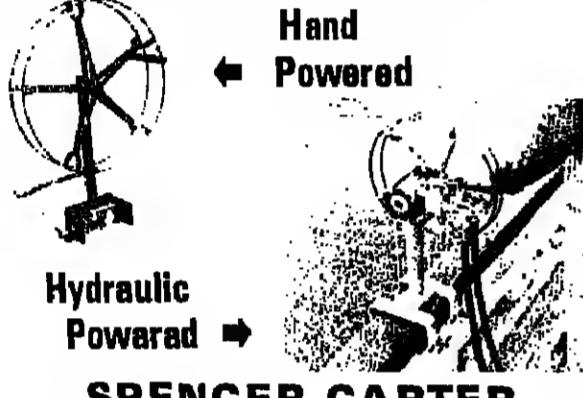
Only three weeks ago, a bulldozer had finished building the roof of the building which had been damaged by fire. In March, it was found that the latest outburst had been arson.

Smoke and water damage estimated at £10,000 thousand pounds were suffered. The fire started in the packing cases of a large, unusual cargo. The outcome of the investigation is not yet known.

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October 1, 1978

October 22, 1978

October 22, 1978

FISHING NEWS

### Fishermen lose rent objection

A DISPUTE between Bridlington Harbour Commissioners and fishermen over rent in harbour warehouses has been settled in a reserved judgement by Judge A. C. Larsson QC at Beverley Crown Court last week.

The judge, who was considering 23 objections to proposed increases from a earlier hearing (Fishing News, October 14), said that the proposed by the harbour commissioners would be proper economic rent.

The fishermen were objecting to such a large increase but the judge said that the original rent of £1,150 was relatively low even in 1975 when it was fixed.

A FIRM of Scottish naval architects closely involved with modifications to the seiner trawler *Persevere* (formerly *Silver Lining*) is now looking into serious stability problems on another ten vessels. Among the vessels being investigated by the Napier Company of Arbroath are broad new boats.

In more than one case, stability calculations have been carried out on fairly new vessels and inadequacies have been found.

All ten vessels are in the 50-80ft range and in some cases the investigations have been requested by builders as well as owners. Naval architect Mr. M. J. Napier, told Fishing News this week, that the problems with *Persevere* seem to have made a lot of skippers reflect on the state of their own vessels.

Last week, the chairman of the Herring Industry Board, Dr. Lyon Dean, had urged all owners who had fears about the stability of their vessels to contact the Department of Trade.

There have been complaints from skippers that the HIB and WFA have refused to pay for stability calculations.

A spokesman for the WFA told Fishing News this week, that where modifications resulted, the cost of the calculations would be included in any improvement grant made.

*Persevere*, which had £10,000 spent on her to improve stability is expected to

### ... ON THE MACKEREL

**SKIPPER** Peter Johnstone has recruited a crew from Newlyn, Cornwall to work aboard *Persevere*. After sea trials are completed, the vessel will move round to Plymouth, Devon, where she will be based for mackerel fishing.

Arrangements have been made for landings from *Persevere* to be handled by the firm of Dnann, which has also been acting on behalf of the Aberdeen - registered purse seiner *Queen Vadis*.

## McTay Fishing vessels in STEEL!

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- ★ Short and firm delivery dates.
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### ADELPHI

Now completed by McTay/Miller for Peter Murray of Anstruther



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AND AT JAMES N. MILLER & SONS LTD, ST. MONANS, FIFE, SCOTLAND. TEL: ST. MONANS 209

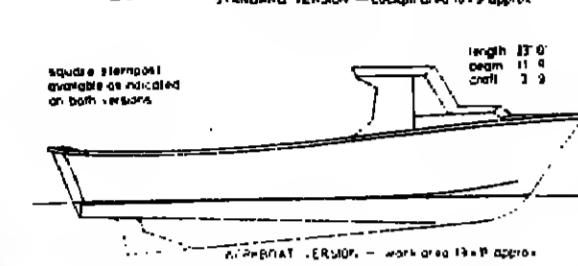
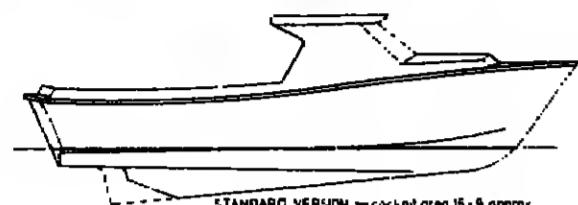


Below: The 'new-look' *Persevere* seen at her mooring in the River Torridge, Devon, after a £75,000 refit at Bideford Shipyard to improve her stability. An 11ft. 8in. centre section has now stretched the vessel out to 87ft. Right: On board *Persevere*, Mr. G. Trinder, managing director of Bideford Shipyard (left) and Dr. W. J. Lyon Dean, chairman of the Herring Industry Board. *Persevere* will start fishing again from Plymouth.

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Portion 14 M. The Queen  
55 years continuous service to fishermen and their families.

# BIRDS EYE GOES FOR RUSSIAN COD

BIRDS EYE, Britain's largest frozen food manufacturer, has started taking shipments of whole Russian-caught cod in an attempt to keep prices of its frozen cod products stable.

At Grimsby, where the bulk of these products are prepared, the company which is still buying very heavily on the wetfish markets, estimate cod prices have risen by 20 per cent over the last six weeks alone and by nearly 50 per cent since last winter.

Last week it disclosed that supplies of unprocessed cod had been secured from Russia to help the factories through the coming winter when wetfish cod supplies at Grimsby are expected to be very scarce.

The company took a consignment of around 250 tons of frozen whole cod from the giant Russian vessel *Polyarnyy Krug* (MT, 0037).

It is expected other similar shipments are likely to follow at Grimsby as last week's consignment represented only the equivalent of about 4,000 kits of wetfish, scarcely enough to bolster stocks for the month ahead.

Traditionally, Grimsby has always relied on her fleets of

shrimps to bring in the fish.

An element of mystery sur-



The giant Russian ship *Polyarnyy Krug* landed a cargo of whole cod at Grimsby.

distant water trawlers for cod supplies in the winter, but the Oslo settlement with Iceland last May, coupled with expiring quotas on other grounds, like the White Sea and Norway Coast, has put supplies in question.

What cod is landed is also certain to be very expensive and, unless there is consumer resistance, imports look as though they will play an important role in keeping many merchants and processing factories in business.

However, the amount of

fish discharged tends to suggest this was not the case as she was obviously trying to carry a much heavier load and possible the after all only a freight.

Efforts by *Fishing News* to find out her function and details of where the fish come from believed to be White Sea were thwarted by a Russian security guard.

SIR, I read with interest your article 'DoT told survey fees excessive' in the October 8 issue.

It is the feeling in this area that many of these rules border on the ridiculous. I was particularly interested in the comment from Captain Anderson that "the rules had been agreed in full consultation with the fisherman".

What we were confronted with was in fact a "fait accompli".

Despite reassurances from DoT, I feel that this survey or the threat of it — will put many fisherman out of business.

If, as a result of this survey, the cost of repairs cannot be met, many boats which are now fishing successfully will become a total loss to their owners.

If this survey and its attendant rules had been applicable to all fisherman at the same time, I feel that concerted action by all concerned would have resulted in the abolition or drastic modification of this present clause.

No allowance appears to have been made for boats fishing inshore and returning to

# No 'consultation' on DoT surveys

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# CATCH '76 REPORT

## Debut for French V-12 diesel

MAKING a successful first appearance at a British fisheries exhibition was a French Poyaud V-12 naturally aspirated marine propulsion engine which develops 420 hp at 1,500 rpm.

Manufactured by Societe Surrerienne de Constructions Mecaniques, one of the largest engine builders in Europe, the very robust Poyaud engines are at last available in the UK through Sea-Power Ltd., Island Street, Salcombe, Devon. It has been appointed sole concessionaires for the Poyaud range and is already holding spares for old and new engines.

Sea-Power managing director, John Patty, told *Fishing News* the interest in Poyaud engines had: "Exceeded everything we dared to expect. It has been fantastic. We have been literally run off our feet with inquiries."

## Boat design firm 'busy'

NAVAL architects G. L. Watson and Co. Ltd. brought its own show caravan to Catch '76.

The company offers full consultancy on all aspects of boatbuilding and design, including stability investigations and survey work.

## WARP METERS SNAPPED UP...

Boats to G. L. Watson designs are under construction in at least four Scottish yards, including Gerrard Brothers of Arbroath, Macduff Boatbuilding and Engineering Co., Jones Buckie Shipyard and George Thomson and Sons of Buckie.

Just launched at Macduff is the 48 ft. wooden transom sterned trawler *Brothers Too*, being built for Buchan Strachan and Alexander Strachen of Fraserburgh.

She has been specially designed by G. L. Watson to have a deep draft and her propeller is in a large Kort nozzle.

A number of Irish yards, including Bangor Shipyard and Maritim Industries, are also building to Watson designs and more orders for Ireland are under negotiation.

In the last eight years 80 fishing vessels — including six research craft — have been completed to Watson designs. These range from 20ft. lobster boats to 80ft.

## Winch order

A RANGE OF hydraulic deck machinery including power blocks and a seino rope storage reel was shown by Fishing Hydraulics (Scotland) Ltd.

During the show it was confirmed that Hydema's range of Campbeltown Shipyard is hydraulically driven to build an 88ft. steel deck machinery. The stern trawler for Faroes owners, "Fishing

Long life, combined with fuel economy has given Poyaud engines an excellent reputation on the continent — the French lifeboat Institution powers every French lifeboat with Poyaud engines.

Their power to weight ratio and relatively short length, compared to some other make of the same horsepower, have made them popular with fishermen; fishrooms can be enlarged at the expense of the engine room.

Founded in 1918 by Abel Poyaud, Societe Surrerienne de Constructions Mecaniques manufactures Poyaud diesels in two versions: a 6-cylinder in-line and 12-cylinder V engine with natural intake or supercharging.

Poyaud 150 engines are

four-cycle, direct-injection, diesels with 150 mm bore and 180 mm stroke. S.S.C.M. also

produces the high speed

Poyaud 620 with a 135 mm bore and 122 mm stroke.

Research work carried out in co-operation with the Faculty of Sciences of Paris, at St. Cyr, has led to the development of engines with very high supercharging rates.

Built under Grosshans and Ollier licence they are distributed by Socite Grossel. Its representative at Catch '76, Hubert O'Neill, was delighted with the reception the Poyaud engine received.

The engines are available

from 120 to 1,200 hp, and gas models from 160 to 500 hp, for use within speed ranges from 1,000 to 1,800 rpm.

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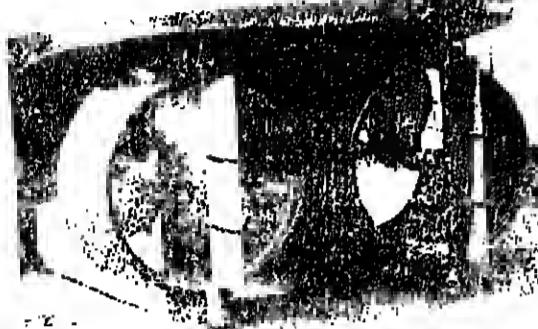
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Over a thousand  
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can't be wrong  
to choose the

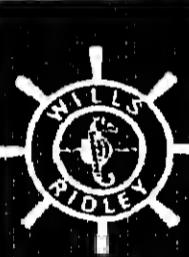
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# CATCH '76 REPORT SOUNDER OF THE FUTURE

ON DISPLAY for the first time in the UK at Catch '76 was the new Atlas 790 DS deep sea echo sounder designed for vessels searching out new fishing grounds and little used fish species.

The 790 DS offers a new flexibility in fish detection and is designed to enable a vessel to work efficiently in any kind of fishing operation that she may undertake in the future.

The sounder was displayed by Brown and Perring (Instrumentation) Ltd, UK agent for Atlas Electronik echo sounders, radars, Loran and Omega equipments.

The company also markets a range of radio telephones, speed logs and the Brown and Perring autopilot, all of which were on show in the Krupp Atlas Electronik demonstration van.

## High power

The 790 DS 'sounder of the future' has a 51-element phased array transducer and a 4kW transmitting power to produce a ten-fold greater acoustic intensity when compared with the Atlas Fisch-finder 780.

It gives clear indication of big single fish down to 1,000 metres and easy detection of very small targets like krill, prawns, etc., down to about 100 metres.

High pulse intensity, combined with an extremely narrow beam width of six degrees by four degrees, results in high resolution being carried down to greatest depths.

In addition, electronic stabilisation of the beam's direction means that no signals are lost even if the boat is rolling as much as 25 degrees port or starboard.

The beam can also be swept transversely within a 38 deg. sector for improved searching of a larger area and are virtually unsinkable

Fishing on slopes can be carried out more efficiently and the narrow beam width eliminates side lobe phantom echoes and gives more accurate contour information on rough grounds.

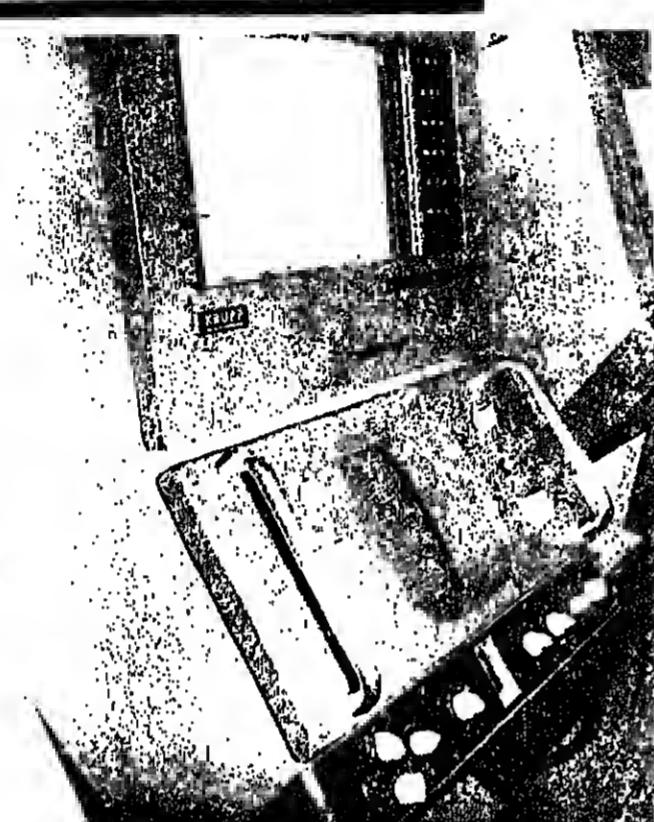
The new equipment is already in production and the existing Fisch-finder 720, 740 or 780 models can be converted into the 790DS by the addition of the DS electronic unit and the 51-element transducer array.

Also on show for the first time was the Atins Echograph 811 designed for vessels up to 85ft. or so.

This will be in production by the end of the year and offers normal sounding and scale expansion on the one unit, thus saving wheel-house space.

The system was discovered by accident when an American ship was slipped to port and required the hull to be washed off while the boat is in motion.

There are no through hulls, exterior fittings, and the



Big single fish 1,000 metres (3,280 ft.) down can be spotted with the Atlas 790 DS.

## GRP BUOYS

GALLEY ranges and ship's heating equipment from Kempsafe of Southampton are well known in the Scottish fleet.

Perhaps a less known aspect of the firm's work is the manufacture of marine navigation buoys. One was on display outside the main entrance to the show and smaller buoys were on the boat.

Built to a high standard of finish in GRP, Kempsafe buoys have been designed to minimise maintenance problems for port authorities and are virtually unsinkable

Mooring buoys of various types and sizes are also made by Kempsafe.

At Catch '76, Vanroy displayed 14 different buoy arrangements split between the mobile and a stand to the main marques.

The GM Range of hulls & complete boats.

Shown, centre, is one of the latest Cygnus Workboats on top trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's no need for maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyds Fishing Boat Rules and W.F.A.

With the high cost of alloying vessels, let alone the price of anti-fouling paint, the cost of the hull is £125 plus £50 for each additional set of transducers for three years' cover. It looks like a very attractive proposition.

The system creates no noise and is very effective.

There are no through hulls, exterior fittings, and the

system works off a low drain.

The system was discovered by accident when an American ship was slipped to port and required the hull to be washed off while the boat is in motion.

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## Recorder being tried out

Sperry Marine Systems was showing its usual wide range of electronic equipment including the 1 in. and 12 in. Loran of 300 deg. high-response radar reflector.

It was introduced at the Ayr show and is now selling very well.

On display for the first time was the Sperry SDR 3500 depth recorder; currently under evaluation, it is expected to be available shortly.

It features high power transducer (1,200瓦), three depth ranges with four selectable scales on each covering a range from 0 to 800 m.

What he wanted was "an exceptionally robust hull, fitted with at least two big runners on each side and a stout sole iron, suitable for launching up a beach. Provision would have to be made in it," he wrote, "for fitting a slip tube as I would install an inboard engine".

GRP Norfolk beach boats, like the one below, are moulded by Stratton Long Marine at Blakeney.

Wide beam and

tumblehome provide stability and plenty of working space; tunnelled stern gives maximum flow of water for

propeller; and twin keels ensure the boat remains upright when beached.

This hull is also designed for heavy duty and has steel runners fitted to protect it when being hauled up stony beaches.

Although these two hulls are of the type sought by the inquirer and, therefore, the only ones likely to be of interest to him, another hull moulded by Pebble Boats may be of interest to you if you want a henck boat, but are not particularly keen on simulated clinker construction.

It is known as the Standard Pebble hull and its design is a cross between that of a cobb and a dory. Its dimensions

are

and most features are practically the same as those of the Clinker Pebble but its bottom is V-shaped to counteract pounding in steep seas.

If you want a 16 ft. GRP beach boat hull for home completion, you have, therefore, a choice of at least three designed for heavy duty.

Although you can't make a model of the sticks, as you could with the Horlicks products, they serve very well to sustain you when you haven't time to eat normal meals.

They are about 4 in. long

and 3 in. diameter. One variety is chocolate-flavoured; others caramel, orange and peanut butter.

Although such flavours may not appeal to you when what you want is a grilled steak or bacon and eggs, they are palatable enough and will keep you from starving.

If you have any questions

about boats, equipment, gear

or motors, John Burgess is

always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## Pump firm on tour

VANROY LTD. of Stoke-on-Trent, UK agent for Deenaii pumps manufactured by A/S De Smidts of Aalborg, Denmark, now has a mobile demonstration unit.

The vehicle, currently touring the east coast, called at the show and carries a comprehensive range of Deenaii self-priming pumps from 1 in. to 4 in. in various configurations. This includes the popular SA50, Deenaii vertical marine pumps. Proven light-duty pump and DAE submersible sewage pumps.

At Catch '76, Vanroy displayed 14 different buoy arrangements split between the mobile and a stand to the main marques.

## The GM Range of hulls & complete boats.

Shown, centre, is one of the latest Cygnus Workboats on top trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's no need for maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyds Fishing Boat Rules and W.F.A.

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# GRP clinker hulls for beach work

## John Burgess' Log

IN MY log of August 20 I replied to a query from a reader who wanted a simulated clinker-built GRP hull about 18 ft. long which he could complete himself for fishing from a beach.

I suggested that he contact a moulder of GRP hulls who had built one or two beach boats to W.F.A. requirements and said that if I could locate any others, who might be able to supply him with a suitable hull, I would let him know.

It is simulated clinker-built on the lines of a traditional Norfolk beach boat and designed for heavy duty. It is the smaller of two such hulls produced by the firm, the other being 11 ft. long.

## Moulded

Another is the clinker Pebble hull moulded by Pebble Boats at The Boat Yards, 60 Easthorne Road, Hornsea, North Humberside. It is 18 ft. 4 in. (5.5 metres) long with a beam of 6 ft. 11.5 in. and weighs about 400 lb.

It is a scaled down version of Yorkshire cubits, has deep bow like a cable to facilitate launching through surf and a raked stern for beaching stern first through surf.

This hull is also designed for heavy duty and has steel runners fitted to protect it when being hauled up stony beaches.

Wide beam and tumblehome provide stability and plenty of working space; tunnelled stern gives maximum flow of water for

propeller; and twin keels ensure the boat remains upright when beached.

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## HIGH-PROTEIN FOOD RATIONS

"YOU ONCE described concentrated foods that you carry in your boat. Could you give us a brief description of those you would recommend us to keep on board and tell us where we can get them?"

"The foods I described were initially produced for members of Antarctic expeditions. They included tins of compressed curry and rice, chocolate and nuts, and similar delectable concoctions with high calorie and vitamin content.

Until then the only concentrated food the company will be its Seven Oceans Lighthouse Rations — 500 grams of vitaminised biscuit blocks and 500 grams of glucose blocks put up in waterproof packets in which they will stay edible for up to five years.

The idea of food sticks does not appeal to von, one of these packets would serve as a reserve of concentrated food on board.

Campen and Nicholson's market them, incidentally, because it also supplies and services lighthouses and supplies everything required for lighthouses from buoyant to emergency radio telephones.

It also supplies pyrotechnics, lights, signalling and navigating equipment that you may need from time to time.

Since most items comply with D.F.T. requirements and are, therefore, suitable for use in registered fishing boats, it might pay you, even though you don't operate on the south coast — to get a copy of the company's catalogue. It is obtainable from head office at 53 Northam Road, Southampton.

# WORKBOATS

# Plan to supply ice in ground clock at Fraserburgh

ONE OF the firms whose premises have been left stranded while Fraserburgh's Balaclava Harbour is closed for deepening is that of the Fraserburgh Ice and Cold Storage Co. Ltd.

Boats used to lie adjacent to the factory so that they could take on ice by overhead conveyor, but now ice has to be taken by lorry to be loaded onto boats in another part of the harbour.

However, director and manager of the firm, George Will, told *Fishing News* that the temporary arrangements are working as well as can be expected under the circumstances.

Mr. Will has faith in the future of Fraserburgh as a fishing port and hopes

that the harbour improvements will encourage more boats to land their catches in Fraserburgh and to use the port's facilities.

## Capacity

At present the ice factory can produce 80 tons of flake ice a day and stores a further 150 tons.

Early next year work will

be carried out to increase the ice making capacity to about 120 tons a day and to provide storage for an extra 100 tons.

When the deepened harbour is opened in about 18 months time, boats will have access to the ice factory at all

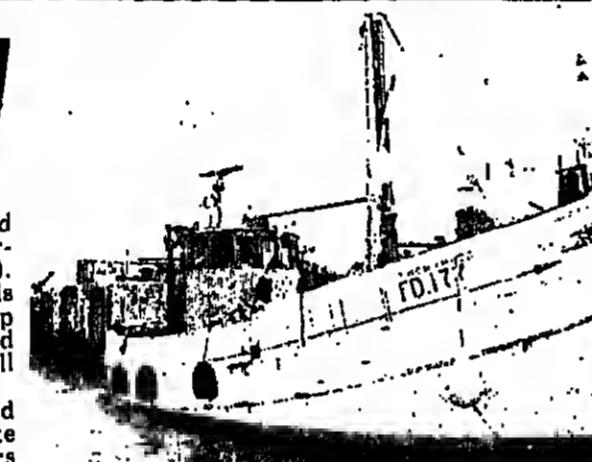
states of the tides and two boats will be able to take on ice simultaneously at the factory which will

offer a 24 hour service. Mr. Will says that his firm is showing interest in extending the plant and is demonstrating its confidence in the future of Fraserburgh.

The Fraserburgh Ice and Cold Storage Co. Ltd is a subsidiary of the Associated Fishers. The existing flake ice plant was set up in 1970 and was added to in 1973.

# INSHORE at Grimsby

A MONTHLY FEATURE



Above: *Thornwood* — back home to Fleetwood after a busy summer. Below: Skipper-owner Leonard Brown of *Joen*.

Right:

Skipper Viggo Kristensen of *Johanne S.*

partner but Skipper Berge Grimsby. He out-maneuvered the Icelandic patrol boat *Odinn* during an 18-hour chase in the First Cod War. This was when the Icelanders sought an extension of their limits to 12 miles!

Eventually *Odinn* lost patience and fired open fire on *Odinn* attempting to stop *Lenni* escaping, shooting away the radar scanner, battery box and putting four shells through a ventilator.

Recently the pair trawler *Laurids Skomager* used one to put out a small fire in her engine room, most effectively as per the manufacturers claims, but the sequel was a complete engine strip-down by the firm Anglo-Danek.

There is a corrosive element in the powder which completely seized the engines up.

The moral: try to remember to switch off the engine before using the extinguisher if a fire breaks out.

Tom Wood

Below: *Joen* — waiting for a buyer.



Below: *Joen* — waiting for a buyer.

After 43 years deep water fishing, *Lenni* retired in 1972 and sank most of his £16,000 savings in *Joen*, bought from Belgium. But the project went wrong when he was taken ill and forced ashore. *Joeen* and *Lenni* were plunged into debt.

With a 150 bhp ABC main engine and a solid oak-on-oak, the 18-year-old 61-footer has been well maintained and obviously has many years of useful work left in her. But for the cash problem, she would be back working for herself.

"She's fit for anything and if I had the capital I'd take out the winch, put in a hauler and take her fishing. If I could get £7,500 for her I'd let her go just to clear what I owe on her." (Anyona interested should contact Grimsby agent Allard, Hewson & Co. Ltd.).

Former deep water skipper, Leonard Brown, is anxiously looking for someone to come up with the right offer for the 38-ton inshore boat *Joen*.

Lennie once did something in the oil steam trawler *Grimsby Queen* (scrapped last year) which endeared him to *Laurids Skomager* — used white powder fire extinguisher over running engine with dire results.

## Seiner

Another man who has seen cash slipping through his fingers this summer is much-respected skipper, Viggo Kristensen. His seiner *Johanne S.* has been out of action for over two months at a time when other seiners were doing particularly well. This follows a hefty bump on her stem, as she was being taken for ice.

Philosophically, Skipper Kristensen took the accident in his stride on the extensive repairs dragged on, but he had to wait for the early October gales to fair away before he was able to get back to sea. So, let's hope she has a late run of good fishing to make up some of the lost ground.

Amidst a lot of routine work on the shipways, the seiner *Johanne S.* has passed the DoT 1976 safety rules and shipwrights, Bader & Salmon Ltd, completed an in-



Below: *Johanne S.* — waiting for a buyer.



Below: *Chermor* arriving at Grimsby during the summer with a large catch.

The Keyhaven fishing boat *Keyhaven Girl* leaving her berth at Lymington.

WITH OVER 50 boats using Lymington, Hampshire, as a base for the oyster season in the Solent there is a heavy demand for berths. And this being the close season for yachting, several of the fishing boats are finding berths in the marinas at the port.

Charges work out at around £6 per week for a double banked berth and at least the berths are available at all states of tide.

The Southern Sea Fishers Committee has recently increased the permissible size of oyster to 2½ in. from the previous 2 in. in an attempt to conserve the stocks. Local fisherman do not expect that catches will be reduced very much by this measure.

OCTOBER — the three-quarter stage of the year — traditionally heralds the last lap for Grimsby's fleet of anchor seiners.

It's the month when trips tend to stretch out as the days shorten and owners decide about the winter break. They sit down with their skippers to review the year.

Already the Fleetwood

seiners *Charmor* and *Thurso*, which work the North Sea from Grimsby during the summer, have called in a day and returned home and so, too, has *Lauren* from Buckie.

Fortunately, after three dismal years, nearly everyone has "money in the office" as a result of the extraordinary buoyant markets during the long and hot summer. There is new heart among the owners.

A good barometer of the state of any industry is the extent of re-investment. A new vessel, A. E. Richardson & Co. Ltd, has the multi-purpose *Yasho* (GY 341) at the launching stage in Grimsby during the summer, have called in a day and returned home and so, too, has *Lauren* from Buckie.

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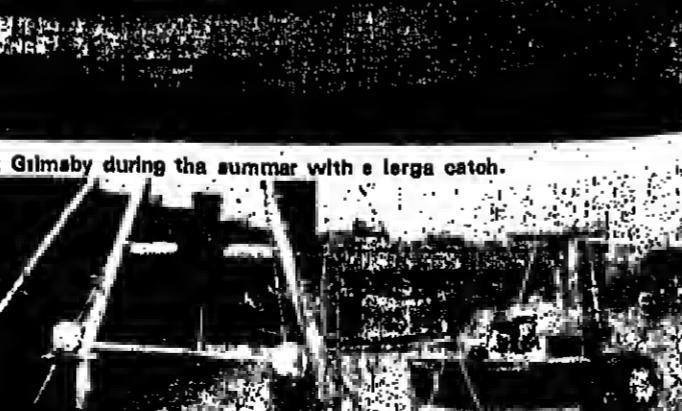
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## Seiner

Another man who has seen cash slipping through his fingers this summer is much-respected skipper, Viggo Kristensen. His seiner *Johanne S.* has been out of action for over two months at a time when other seiners were doing particularly well. This follows a hefty bump on her stem, as she was being taken for ice.

Philosophically, Skipper Kristensen took the accident in his stride on the extensive repairs dragged on, but he had to wait for the early October gales to fair away before he was able to get back to sea. So, let's hope she has a late run of good fishing to make up some of the lost ground.



Below: *Chermor* arriving at Grimsby during the summer with a large catch.

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